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<b>REPORT TO:</b>	<b>ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE</b>	<b>AGENDA ITEM: 13</b>
<b>DATE OF MEETING:</b>	<b>23 AUGUST 2007</b>	<b>CATEGORY: DELEGATED</b>
<b>REPORT FROM:</b>	<b>DEPUTY CHIEF EXECUTIVE</b>	<b>OPEN PARAGRAPH NO:</b>
<b>MEMBERS' CONTACT POINT:</b>	<b>RICHARD GROVES (EXTENSION 5738)</b>	<b>DOC:</b>
<b>SUBJECT:</b>	<b>SOUTH EAST DERBYSHIRE ACCESSIBILITY AND COMMUNITY RAIL PARTNERSHIP</b>	<b>REF: u:/Richard/Committees/EDS 14</b>
<b>WARD(S) AFFECTED:</b>	<b>ALL</b>	<b>TERMS OF REFERENCE: EDS</b>

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## **1.0 Recommendations**

1.1 It is recommended that subject to the proposed Accessibility Strategy being consistent with and supporting the aims and objectives of the Council's Corporate Plan:

- (i) It be agreed that the Council become a member of the proposed South East Derbyshire Accessibility and Community Rail Partnership.
- (ii) An Elected Member be nominated to represent the Council at forthcoming meetings of the proposed Steering Group and Working Group.
- (iii) It be agreed to provide a revenue contribution in the sum of £2000 toward the cost of employing a Local Accessibility Partnership Officer in the current financial year and that this level of funding be sought for future years through the service development bid process.

## **2.0 Purpose of Report**

2.1 To set out proposals for the establishment of a South East Derbyshire Accessibility and Community Rail Partnership and to seek a Committee resolution in regard to Council membership of the group, the identification of an Elected Member to represent the Council at Partnership meetings and contributions toward the funding of a Local Accessibility Partnership Officer post.

## **3.0 Executive Summary**

3.1 The County Council has proposed the establishment of a South East Derbyshire Local Accessibility Partnership to assist in the implementation of the Local Transport Plans and to provide a means of continuing the work of the former Rural Transport Partnerships. The proposed structure, membership and funding arrangements of the Partnership are described, including the proposal to involve district and borough councils at both officer and Elected Member level and to seek contributions from these bodies toward the funding of a Local Accessibility Partnership Officer post. The report considers the proposals in relation to the Council's Corporate Plan and

the Local Strategic Partnership's Community Strategy, concluding that the Partnership will assist in the delivery of a number of themes and makes recommendations as set out in para. 1.1.

#### **4.0 Detail**

- 4.1 Transport Policy in South Derbyshire is lead by Derbyshire County Council, the Highway Authority for the area. Transport strategy is set out in the Local Transport Plan (LTP) as required by the Department for Transport. South Derbyshire falls within the areas of two LTPs. The Derbyshire LTP encompasses the southern and westernmost parts of the district and the Derby Joint LTP covers most of the northern part of the district. The LTPs set out the broad strategy for the maintenance and improvement of transport in their respective areas over a period of five years, the current versions covering the period from 2006 to 2011. The draft versions of these documents were reported to the Council's Finance and Management Committee on 13 October 2005 (Minute FM/54 refers).
- 4.2 The LTPs also incorporate Accessibility Strategies, which address access to healthcare, employment opportunities, education, healthy food shopping and leisure/culture facilities by means other than a private car in both rural and urban areas. To implement these the County Council has put forward a proposal for the establishment of Local Accessibility Partnerships (LAPs) comprising key public, private and voluntary sectors, which would be responsible for planning and co-ordinating the transport services provided by local bus operators, social care providers, community transport, the Primary Care Trust and the Council for Voluntary Services.
- 4.3 It has also been proposed that the LAPs should carry forward the work previously undertaken by the Rural Transport Partnerships (RTPs). The concept of RTPs was introduced by the Countryside Agency in 1997. Their purpose was to assess rural transport needs and provide locally tailored solutions from a wide range of sources. The RTPs, of which there were five in Derbyshire, were predominantly funded by the Countryside Agency until March 2006.
- 4.4 The County Council proposes the establishment of a Derbyshire Accessibility Co-ordinating Group and three Local Accessibility Partnerships covering different areas of the County, each supported by a Partnership Officer. The Co-ordinating Group will play a strategic role, concentrating on the delivery of the Local Transport Plan Accessibility Strategies and offering advice to the LAPs if required.
- 4.5 Of the five Derbyshire RTPs, three included the areas now proposed to become the South East Derbyshire Accessibility and Community Rail Partnership. These were the Derwent Valley, Eastern Derbyshire (Amber Valley) and Southern Derbyshire (covering South Derbyshire and Erewash) RTPs. The Derwent Valley RTP focuses on the Derby to Matlock passenger rail service which has been designated by the Department for Transport as a Community Railway, meaning that it has a formally recognised Community Rail Partnership (CRP) focused on promoting the line. It has been proposed that the South East Derbyshire Local Accessibility Partnership should be the overarching group, with the CRP existing as a separate group within it. The stakeholder organisations proposed for inclusion in the Partnership, excluding those solely concerned with the CRP, are listed at Annexe A..
- 4.6 The LAP and CRP will each have their own Steering Group and Working Group. Whilst the Working Group will comprise all identified stakeholder organisations, the Steering Group will comprise representatives of funding organisations only. The County Council has proposed that a [Page 2 of 6](#) of two persons from each local

authority should be invited to attend Accessibility Partnership meetings, which will be open both to officers and Elected Members.

4.7 It has been proposed that the South East Derbyshire Local Accessibility and Community Rail Partnership Officer should be based at County Hall. The first task of the Partnership, to be completed during the remainder of 2007/08, will be the development of a Local Accessibility Strategy to guide the work of the group. The Strategy will need to:

- Identify evidence-based local issues
- Address the relevant aims, objectives and targets of all stakeholders
- Identify local solutions
- Develop a deliverable action plan
- Establish a basis for monitoring projects and schemes in terms of their effectiveness and value for money

4.8 There will also be an urgent need to identify possible proposals to feed into the 2008/09 capital programme. As a guide the County Council officers have indicated that individual measures should not normally cost in excess of £100,000. It should be recognised that the Partnership will not be involved in the funding of substantial infrastructure proposals costing in excess of £5 million, which are identified individually in the LTPs as “major schemes” in accordance with Department for Transport guidance.

## **5.0 Financial Implications**

- 5.1 The County Council has agreed in principle to a contribution of £35000 revenue funding per annum for four years from 2007/08 to 2010/11 to support all three Partnerships, subject to an annual review of performance. It has also agreed in principle to an allocation of LTP capital funds to the Partnerships, subject to meeting criteria which support the implementation of the Accessibility Strategies contained in the two LTPs. This would be used to implement schemes identified by the Partnerships and it is intended that it should be supplemented by financial and in-kind contributions from other Partnership members.
- 5.2 Based on the continuation of previous funding commitments made by District, Boroughs and County Councils and the Rail Operator to the RTPs that formerly covered the area proposed for inclusion in the South East Derbyshire Accessibility and Community Rail Partnership, one full time partnership officer could be employed. The Table below shows the previous annual RTP funding commitments of partner organisations.

	<b>South Derbyshire Rural Transport Partnership</b>		<b>Derwent Valley Rural Transport Partnership</b>	
	<b>Capital</b>	<b>Revenue</b>	<b>Capital</b>	<b>Revenue</b>
<b>Amber Valley Borough Council</b>				£5000
<b>Central Trains</b>			£10000	£5000
<b>Derbyshire CC</b>		£5000		£10000
<b>Derbyshire Dales DC</b>				£1500
<b>Erewash BC</b>		£2000		
<b>South Derbyshire DC</b>		£2000		

- 5.3 The County Council considers that there may be a need for additional staff and funding will be sought from other sources for this purpose.
- 5.4 The South Derbyshire contribution was made in-kind and comprised the provision of office space and the use of a pc and telephone. These facilities were estimated to represent £2000 per annum in value for the purposes of demonstrating the level of local support necessary to secure Countryside Agency contributions. Since it has been proposed that the LAP officer should be based in Matlock it is unlikely that in-kind contributions would be appropriate in this case.
- 5.5 Funding for the current financial year in the sum of £2000 has been identified from staff savings and it is proposed that budgetary provision at this level for future years be sought through the service development bid process.

## **6.0 Corporate Implications**

- 6.1 The proposal is consistent with the following themes of the Council's Corporate Plan:
- "Safer and Healthier Communities", in that the LAP may propose measures to expand opportunities for walking
  - "You at the Centre", in that the LAP may propose measures that would support the intention to produce a Green Travel Plan
  - "Prosperity for All", in that the LAP may propose measures that would improve access to places of employment and that would enable healthier means of travel, such as walking or cycling
  - "Rural South Derbyshire", in that the LAP may propose measures to improve public transport in rural areas
  - "Stronger in the Region", in that the LAP may propose measures to address issues raised by the proposed Local Highways Forum, to improve sustainable surface access to East Midlands Airport, to assist in the delivery of aspects of the Woodville to Swadlincote Town Centre Area Action Plan and to assist in enabling the enjoyment of the National Forest by local people, by improving sustainable access to attractions and expanding opportunities for walking and cycling.

## **7.0 Community Implications**

- 7.1 The proposal is consistent with the following themes of the Community Strategy:
- "Safe Communities", in that the LAP may propose measures to improve travel safety.
  - "Healthy Communities", in that the LAP may propose measures that will provide opportunities for physical activity, such as walking and cycling
  - "A Sustainable Environment", in that the LAP may propose measures to enable travel by means other than the private car
  - "Creating Opportunities for All", in that the LAP may propose measures to improve public transport

## **8.0 Conclusions**

- 8.1 It is clear that the Partnership, as described, would represent one of the main vehicles for the improvement of access to healthcare, employment opportunities, education, healthy food shopping and leisure/culture facilities in both rural and urban parts of the district to 2011, thereby providing a potential means of addressing a number of Corporate and Community themes as identified in Sections 6.0 and 7.0 above.

- 8.2 The proposals have been made available as a basis for discussion among a number of potential partner organisations and have not yet been finalised. It is therefore considered important that the Council agree to become a member of the Partnership at this early stage to enable it to suggest proposals for the 2008/09 capital programme and to help guide the development of the proposed Local Accessibility Strategy in such a way as to ensure that the relevant themes of the Council's Corporate Plan are properly addressed.
- 8.3 As progress is likely to be rapid in the short term, opportunities to bring matters before Committee for consideration are likely to be limited. It would therefore be desirable for the Council to be represented at both officer and Elected Member level at meetings of the proposed Partnership Steering Group and Working Group from this point onwards and it is proposed that a Member be nominated to perform this role.

## **9.0 Background Papers**

"Notes to Accompany the Meeting to Discuss the Proposed SE Derbyshire Accessibility and Community Rail Partnership"

Derbyshire County Council  
May 2007

"Derbyshire Local Transport Plan 2006-2011"

Derbyshire County Council  
2006

"Derby Joint Local Transport Plan 2006-2011"

Derby City Council,  
Derbyshire County Council  
2006

Suggested membership of the South East Derbyshire Local Accessibility Partnership  
(\*denotes expected funding body):

- Amber Valley Community Transport
- Amber Valley CVS
- Amber Valley Partnership/LSP
- Arriva Midlands
- Ashbourne Community Transport (cross boundary issues)
- Connexions Derbyshire
- Derby City Council
- Derby City Hospitals NHS Trust (cross boundary issues)
- Derby Community Transport (cross boundary issues)
- Derbyshire County Council\*
- Derbyshire Rural Community Council
- Derby and Derbyshire Economic Partnership
- Derbyshire Coalition for Inclusive Living
- Derbyshire Learning and Skills Council
- Derbyshire Primary Care Trust
- Derby University
- East Midlands Airport
- Erewash Borough Council\*
- Erewash Community Transport
- Erewash CVS
- Erewash LSP
- Jobcentre Plus
- Leicestershire County Council (cross boundary issues)
- National Forest Company
- North Staffs Community Rail Partnership – Crewe to Derby line
- Nottinghamshire County Council (cross boundary issues)
- Swadlincote Community Transport
- South East Derbyshire College
- South Derbyshire CVS
- South Derbyshire District Council\*
- South Derbyshire LSP
- Staffordshire County Council (cross boundary issues)
- Trent Barton